

1998 TOYOTA

Land Cruiser





Land Cruiser at the headwaters of a jungle river, its Riverock Green Mica blending nicely with the rain forest flora and the passing anaconda or two.



In our lives, there are a few special things that **we can really count on** ...to help us accomplish all that we need to do. Things we often take for granted because they are so reliable. However, such dependability doesn't come easy. For decades, the people at Toyota have dedicated themselves to providing you with vehicles of the highest quality and reliability while adapting their products to your ever changing needs. And their

TOYOTA | *everyday*

perseverance has paid off. Because Toyota is now one of the **most trusted names** in the automotive world — one of the few things you can really depend on. To go where you need to go and do the things you need to do...**every day**. Today, **our commitment** is stronger than ever — not only to the production of outstanding products but to you, the consumer. **Automotive safety** and the **environment** are major concerns so we're producing more innovative technology and cleaner burning, more energy-efficient vehicles. To help you make informed choices, we developed a Web site (www.toyota.com) with interactive views of each model, inside and out, tips on financing and purchasing your Toyota and dealer locations with easy-to-follow maps. There's a Toyota owners' club, and, for automotive enthusiasts, an entertaining area devoted to car culture with everything from games and quizzes to family trips and travel tips. And, if you'd like to share your thoughts and opinions, call our Customer Assistance Center at **1-800-331-4331**. So come experience a Toyota and you'll discover that there's still something you can trust — to provide you with safety, comfort and enjoyment...each and every day.

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INSTRUMENT OF DISCOVERY
If it's true we're on this planet only once,
we might as well get a feel for it.

4

DRIVING THE LEGEND
What drives our philosophy is a commitment
to the needs of the people.

6

THE ROAD TO ENLIGHTENMENT
The Land Cruiser is not necessarily a sign
of civilization.

8

PROUD PAST/FRESH FUTURE
The world is our proving ground, and has been
for close to half a century.

12

TACTICAL TECHNOLOGY
What makes it do what it does so well,
and how it's evolved.

15

POWER TO EXPLORE
How do you like your torque? Big and gutsy with
a matching drivetrain. Land Cruiser's new V8.

20

WHEN THE GOING GETS WILD
Comfort, utility and durability are your civilized
companions. It's a law of the jungle.

27

GETTING THROUGH
Land Cruiser has always been rather
protective of its occupants.

28

ACCESSORIES THAT EXPAND YOUR HORIZONS
Take a look at some choices that will prove their
worth on and off the roads ahead.

30

THE GUTS OF THE LEGEND
Steel, glass, rubber and soul — the anatomy
of a classic.





LAND CRUISER

As the light wanes, they talk about a vehicle that first appeared on these streets some 47 years ago. Long before the so-called Sport Utility Vehicle (SUV) category began to clamor for your attention, Land Cruiser could go where only tanks had previously been — and it was a good deal more agile. And, like all good legends, it got stronger each year. The 1998 Land Cruiser is no category-come-lately marketing device. It's the real genetic deal. From the West Coast to the Ivory Coast the new Land Cruiser will create more talk with its rugged, all-new, 32-valve, V8 engine. The new independent front suspension will allow more tire surface to contact more rough terrain and smooth more road whether or not roads exist. Full-time 4WD automatically delivers Land Cruiser's substantial power to the wheels that need it most, on the autobahn or a slick mountain trail. The 7-speaker sound system provides a very stirring travelogue, and three power outlets can accommodate laptops to tire pumps. Other standard features include cup holders for each seat, power windows and door locks, even an outside temperature gauge. The legend has grown even better, wherever it might be seen.

folded in
from the best travel

*They've seen Land Cruisers
around here. Since the 1950s. And
the roads haven't gotten any better.
Did I say roads? What roads?*

Our first sight of other people in days. An out-of-the-way village on the African plains. Out of the way of what? Certainly not beauty, humanity, larger forces than, say, government or bureaucracy. Though there is a form of the latter in the settlement, as we are introduced to the leaders first, then the others. Children approach shyly when a soccer ball falls from the Land Cruiser as we're digging through our gear for film. A few minutes later we are all laughing and kicking. We are in the village playing some new, crazed version of global ball. Late that night, by the fire, we are in awe of a sky with no light pollution. No nearby mall, or town glow to dull the Orion constellation which seems near enough to pluck out of the sky. An elder is of the opinion we pulled into the village in such a vehicle almost 50 years ago. I tell him Land Cruisers have been on the various continents since 1951, that it couldn't have been us — and he waves that aside, saying, "Oh yes, but come again sooner next time."



Their 1998 Mahogany Pearl Land Cruiser catches the ominous afternoon light of the open plains.

*I'd have more time for my journal
if Land Cruisers weren't so rugged —
keeps getting us there with our
maintain of equipment.*



The 1951 proving ground for the first 25-Series Model BJ Land Cruiser prototype was Mt. Fuji — because it was there — and because no other vehicle had gone to such heights on unpaved mountainous terrain.



The 45-Series earned the name Land Cruiser in 1954, and the saved-off, pickup-styled 45-Series 4x4 was used extensively by police and forestry agencies for hauling gear, and for remote, back-country search and rescue.



The wagon-style 55-Series began its march on the world in the mid-1950s. In 1997, 12,000 Land Cruisers were sold in Australia, making it the top-selling All-Terrain Wagon.



Kuwait, China, Italy, Brazil — this 60-Series began the domino theory of four-wheeling. Look in an atlas and try to find a country or region that hasn't fallen for Land Cruiser's capabilities and ruggedness.

Since mid-century, Toyota Land Cruiser seems to be the unifying fact of life in the most isolated and implausible of places. It pops up in Ecuadorian clearings and areas thought to be impassable in Iceland. Its appearance is now unremarkable to semi-reformed headhunters, Kurdish tribesmen and howler monkeys. The 1998 Land Cruiser would probably cause more of a stir in Beverly Hills than in Bangladesh. It is better-traveled, a British pundit once said, than a remittance man's steamer trunk. There is a moment of truth in the travels of us all when the going gets serious. At this moment one relies on one's vehicle — or wishes one could. In a blizzard or a screaming sandstorm or a mudslide-causing tropical downpour, Land Cruiser could be the world's most wished-for bulwark against the elements. There's a feeling of owning the immediate vicinity, exercising actual control over conditions rather than meekly acquiescing to them. This is why Land Cruisers are included in wills to favored relatives. This is why Land Cruisers continue to go where there are no signs to tell their drivers where they're headed. The world is its destination. And there's no excuse for not going.





The 43 Series sits snugly in the middle of Land Cruiser's nearly half-century of development. It's still performing.



"In 1978 our family moved from Canada to Costa Rica and bought a Toyota Land Cruiser. In the years we owned it, we traveled hundreds of thousands of kilometers under adverse conditions, on some of the roughest roads I have ever been on. The Land Cruiser never let us down, never left us stranded and always brought the family home. We had 17 years of the best driving we ever had in our lives in that vehicle."
—Sarah Clapperton, Port Loring, Ontario



4 WHEEL DRIVE



Australia's Green Corps, a highly mobile arm of the Australian Trust for Conservation Volunteers (ATCV), is getting more so, thanks to a fleet of Toyota Land Cruisers. The handy vehicles help them over the rough spots and in and out of the outback. "Green Corps trains each commit six months to the project, with a commitment to working on important hands-on conservation projects." The vehicles used to transport the trainees were in addition to the Corps' existing fleet of Toyota Land Cruisers that were used to take ATCV volunteers to project sites. They are to complete 180 environment and heritage conservation projects by mid-1998. "Over the years we have found the Land Cruiser more durable and more able to take the hard knocks and bumps than its competitors." —Geneva Allen, National Administration Manager, ATCV

"How do I feel about Land Cruisers? I wouldn't be caught dead without it. To me, it would be a sacrifice to think of driving anything else. My strongest feelings about this wonderful chunk of mobility come from owning FJ40s, FJ55s, FJ60s, FJ65s, FJ70s, FJ75s — you name it — and 4 wheeling in Brazil, Ecuador, Australia, Japan, Europe in the Andes we took a way above sea level and did some of a inch by inch. It never bucked down. We did the Rubicon, Land Cruiser and I, six times, solid granite headlamps, low range virtually all the way — made it every time. I bought my wife one 11 years ago and figured I'd drop a new engine in it when the time came. The time never came. I use it only for off road now and it refuses to give up — absolutely refuses to. Don't ask me about Land Cruisers — TV go on as long as they do!"
—Mary Spence

"You can see the before and after of this particular Land Cruiser in a book published about our Amazon trip — a week through a lot. We started in Manaus, 3000 miles upstream from the mouth of the Amazon, and eventually headed south on a road. They were going to build a highway but it never passed out — what there was was a kind of bulldozed path. For awhile. At times, we arrived late. Anyway, the Land Cruiser always started, always ran, always came through — I drove it for four months and about 12,000 extremely bad miles. It was the easiest car for the expedition, so it had to go ahead of the 10-wheel truck, and every day was an adventure. One constant was that it rained at 4 pm, making the truck a mud bog mess — another constant was that Land Cruiser would get through it, over it, around it, whenever was in our way. I came to know and respect this one quite well." —Tim Dubois, Board of Directors, Juan Michel Conservation Institute

TOYOTA
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The vehicle described may not have U.S. specifications required; we reflect the performance capabilities of Land Cruisers available in the U.S. These customer experiences are simply opinions. Do not expect the same performance in your own Land Cruiser.



The Desert Bronze Metallic Land Cruiser got them to base camp. The bush pilot had said, "Hope you have a Land Cruiser waiting — this is where my responsibility ends."

Normally, we follow roads. The Aboriginal way is to send the road and landscape out of yourself. We are beginning, on our small way, to understand.

The sun-scoured sky was an eye-squinting, monochromatic backdrop for a desert movie. Heat waves shimmered in the distance. My Land Cruiser was earning its name, cruising effortlessly, its big V8 quietly, smoothly, melting the kilometers behind me. Would I be thought less an adventurer if I admitted the air conditioning was on — and the available CD player was emitting jazz fusion? The austere beauty of the dry interior was punctuated by few moving objects — I had encountered only a wild emu and one other vehicle in over 300 kilometers. It was also a Land Cruiser. An oasis of sorts began to reveal itself through the heat waves, a shimmer of greens in a long line, and the movement of what looked to be wallabies. It was a stream, apparently an offshoot of the Murray, the only running water outside Eastern Australia and Tasmania. Time for a break. I waded in the deliciously cool water, snow runoff from the mountains to the west, testing the footing for crossing in a shallow wash. Then I forded it, parked in the shade and had tea as roos came to drink at streamside.

Full-time 4-wheel drive with locking center differential combines with the optional locking rear differential for exceptional traction capabilities.

Parabolic reflectors and concentrated beam source reduce light leak and distribute more effective lighting. An Automatic Light Control system is standard, and turns lights on or off depending on outside light availability.

Daytime running lamps raise Land Cruiser's profile with reduced intensity headlamps. Integrated fog lamps help burn through low visibility conditions.

Power rack-and-pinion steering not only makes driving a pleasure from parking lot to passing lane, it also offers an energy-absorbing steering column with breakaway plate and deformable shaft to help lessen the effects of a collision.

The Land Cruiser's new double wishbone independent front suspension with torsion bar spring provides a large wheel stroke and high wheel articulation for superior off-road drivability and control. It also balances cruising comfort and steering response at highway speeds.

16-inch aluminum alloy wheels with P275/70R16 tires complete the power-to-surface package with ample surefootedness and grip.

The newly designed 9-member, highly rigid ladder frame helps restrain deformation through axial compression-type, energy-absorbing collapsible zones at the tips.

A-link coil-spring rear suspension with heavy-duty shocks and stabilizer bar helps refine travel on- and off-road.



Shown here in Black, Land Cruiser comes prepared for virtually any conditions including wading with wallabies. The driver knows not to enter water deeper than three-quarters tire diameter.

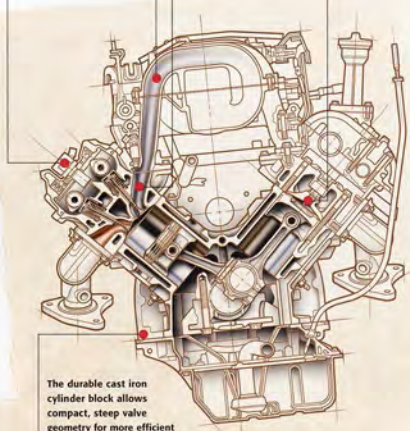


The increased length of the intake manifold runner enhances low- to mid-speed range torque.

The Direct Ignition System improves timing accuracy and overall reliability by eliminating the distributor.

The vertical intake port strengthens combustion, providing a broader power band, increased performance and a higher degree of intake efficiency.

High performance ignition and longer life can be expected from platinum, iridium-tipped spark plugs.

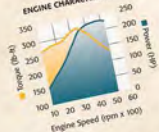


The durable cast iron cylinder block allows compact, steep valve geometry for more efficient burning of fuel, more power.



ETCS-i (Electronic Throttle Control System with intelligence) optimizes throttle opening according to driver input and engine demand, maximizing power, control and efficiency.

ENGINE CHARACTERISTICS



230 horsepower at 4,800 rpm, 320 lb.-ft. of torque at 3,400 rpm — healthy stats for hauling, highway acceleration, cruising or off-road lugging power. The all-new DOHC Sequential Multiport Fuel-Injected V8 engine offers properly channelled muscle for virtually any situation.

In this country, speak softly and carry some good-sized cubic inches. It'll get you through the jungle and over the rocks.

This new engine sets something in motion that's not easy to explain. We felt it on the road to Mandalay and climbing a peak in Patagonia. The torque gets in your confidence — and vice versa. The V8 is even more powerful than last year's big six, which got us a lot of places with a lot of pull. Smooth, fluid power on the highways. Enough muscle to help pull a stuck ex-NATO 6-wheeler out of a bog in Chile. With 32 valves, dual overhead camshafts and close to 300 cubic inches, the new 230-horsepower engine makes the 1998 Land Cruiser a world power in the best sense. The power/torque chart looks like the last mountain we just came over. And it doesn't holler for attention — I forget it while we're moving quietly along, watching herons and ibises undisturbed in the saw grass along the shore. Dugout canoes with no more than two inches of freeboard glide beside us just as silently.



The automatic transmission has been designed to accommodate the high power output of the new V8 engine, and reduce shift shock for smooth, effortless shifting.



The available Oak leather-trimmed interior celebrates moving around, being in real-world circumstances. 'T' take it - it's made for the long, large haul.



Foreign phone books, tire pumps, energy bars, road maps for where there are roads - these cargo nets in the seatbacks are handy carriers for all the smaller necessities.

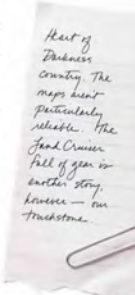


It takes more than a couple of cup holders to serve a full Land Cruiser, which seats eight. You'll find up to nine cup holders in convenient locations in the front and rear consoles.



Power outlets in the center control cluster, center console and rear quarter panel enable the use of equipment from photography strobe lights to refrigerators.

Among the sounds of the jungle is one that is steady, unchanging, it's a river visible here and there through the heavy vegetation, shining, tangling its foam in vines and roots. We stand outside the Land Cruiser in silence, too awed to speak, looking toward the relentless sound. Tomorrow we'll go where our eyes and ears are riveted. From busting poachers in Africa to hiking the Andes highlands, we've been around, but this temple-hiding, primeval rain forest demands humility from the best-traveled of us. The natives who pointed us here refer to it as Mother of the World. Tomorrow, we'll break camp and venture where, perhaps, no one has.



Fold down the standard split-folding middle seat and you've got 90.3 cu. ft. of storage space with 1,635 lb. of payload capability (includes occupants, equipment and cargo). The optional Third Seat Package features rear seats that conveniently slide away to the side or can be removed to create space for anything from inflatable Russian O-rfts to oxygen tanks.



The available Oak leather-trimmed interior celebrates moving around, living in real-world circumstances. It'll take it — it's made for the long, large haul.



The Oak instrument panel was a welcome sight in primitive country — not because of its beauty and design, but because of the cockpit-like, multifaceted control it delivered.

*I think the same people
who made my jacket made
this Land Cruiser.*

I've got an old sheepskin-lined jacket worn about slick on the outside – the patina on it bears Costa Rican dust, Spanish cabernet, spilled kerosene from a Peruvian camp stove, scuffs from rocks in the Tanzania Slot. Thing is, it feels so right. *Just right.* Like a Land Cruiser. And it gets much the same treatment. It's made to be used and thoroughly enjoyed. It's not sofa-like in its comfort, but it fits like that jacket. Guess it's the way it's made. The people who make them must wear them. I mean drive them. Where? Just about anywhere they want to. And they needn't worry about babying a Land Cruiser or a good, tough jacket.



The console flows out of the instrument panel center control cluster and offers a variety of functions to all passengers: lidded storage for the rolls of film of the yeti footprint, the camera that took them, CDs, perhaps a thermos – and cup holders for everyone.

Plenty of handy storage is available in the overhead console, including an area designed especially for a garage door/estate gate opener. A large light lens and a maplight provide convenient illumination.



Check this feature in the center control cluster before jumping out – an outside temperature display will help prepare you for the extremes that Land Cruiser breezes through.



A master control panel conveniently groups power windows and door locks, and windows equipped with auto up/down function also feature a jam prevention safety. Switches are illuminated, and the doors won't lock while the key is in the ignition.



Driver and front passenger seats, with adjustable-angle armrests, feature new lift and front-tilt power adjustments and seat cushion heaters for quick warmups on chilly days.



Thirsty occupants are accommodated with copious cup holders – the rear console alone has four. Because passengers often need refreshment long before Land Cruiser does.





The center rear seat welcomes a third passenger with a headrest and shoulder belt of their own, emphasizing the fact that comfort takes a back seat to no one in Land Cruiser.

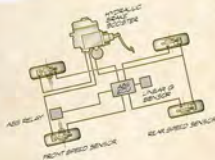


Adjustable front shoulder belts are equipped with a pretensioner mechanism that instantly cinches the seatbelt in the event of a collision. A force limiter controls the amount of force over the torso.



The inner side panels of the roof are an integral part of the Land Cruiser's passenger protection features. Plastic ribbing covers roof pillars and is designed to help absorb and disperse secondary impact energy in the event of a collision.

Massive ventilated 4-wheel disc brakes are augmented by standard 4-wheel ABS (Anti-lock Brake System). The system constantly monitors wheel speed and vehicle deceleration to prevent a wheel from locking up under severe braking.



Land Cruiser's driver and front passenger air bags are a Supplemental Restraint System (SRS) designed to inflate in a severe frontal collision. In all other accidents, seatbelts offer primary protection, and the air bags will not inflate. Do not sit or place objects close to an air bag. To minimize the risk of severe injury or death in all types of crashes, seatbelts must be worn at all times by all vehicle occupants.

Do not use rearward-facing child seat in any front passenger seat. The force of a deploying air bag SRS may cause serious injury. For more information on air bags and instructions on child seat usage, see the Owner's Manual.

They say that except for Land Cruisers, you need two of everything up here in winter.

The Land Cruiser moves smoothly, steadily forward in the white muffled stillness. Our destination is the Italian Alps' version of a fully-stocked line shack well above tree line — behind us, the snow gates to civilization have been closed. In the last village I asked the old man who sold us petrol, "Arriveremo sulla serra?" Will we get there by evening? He had smiled, looked at our vehicle, said, "Ma certo se avete una Land Cruiser!" In clear weather one could look down and see the rapids far below. If one dared. But during the explosion of snow our thoughts are on the road ahead. And the confidence we feel is genuine — not just a whistling-in-the-storm pretense.

*Thanks, Land Cruiser,
for roads less traveled,
sights less seen and
your day-in, day-
out endurance.*

Matte black aluminum ski attachment fits the adjustable roof rack, and locks with a key to keep skis safe from mountain pass to chair lift.



Jungle miles. Desert miles. Egg-frying heat in the Rub' al-Khali desert.

Gobi winds that snatched the tents away forever. Cold so emphatic that

one of the group had seen a jack pine explode in a shower of ice crystals.

The Land Cruisers had picked their way over boulders and through bogs,

forded creeks, crept across suspension bridges and cruised from Moroccan

markets to the cloud leopard's home in Nepal. The well-equipped Land

Cruiser has what it takes to get through it all, and not merely in a marginal

way. We'll exchange stories at this sparkling Mediterranean rendezvous,

and guess what will be central to all of them.

Toyota vehicles are built with popular option combinations. Not all options are available separately. And some options and accessories may not be available in all regions of the country. For assistance, see your Toyota dealer. He or she can help you locate the Land Cruiser that's right for you.



Especially helpful for loaded Land Cruisers, the sturdy nylon cargo net hooks to top and bottom, securing objects that might otherwise roll or bounce — especially where Land Cruisers have been known to go.



Fabric in Oak or Gray (shown)



Optional Leather Trim Package in Gray or Oak (shown)



Leaving the cradle of civilization, the Riverrock Green Mica Land Cruiser with accessory roof rack and running boards is well prepared for the untamed and the unpaired.



Aerodynamic hood protector is made of durable, sleek, smoke-grey acrylic which helps keep Land Cruiser's hood free of bugs and nicks.



Optional power tilt/slide moonroof adds fresh meaning to the open road. Admit constellations or tropical skies with easy power controls. Available wind deflector accessory softens the breeze.



The exotic woodgrain-accented instrument panel echoes the great outdoors for which Land Cruiser owners have such deep respect.



Put more behind you than miles: The rear wind deflector helps keep dust, dirt, snow and other view-obstructing travel debris from accumulating on the rear window. The weather-resistant, gold-plated Gold Emblem Package is the finishing touch for the proud Land Cruiser owner. And the frame-mounted Class III trailer hitch receiver is capable of towing up to 5,000 lbs. Plug-in wiring harness included.



Champagne Pearl with Gray or Oak Interior

Natural White with Gray or Oak Interior



Desert Bronze Metallic with Gray or Oak Interior



Mahogany Pearl with Gray or Oak Interior



Riverrock Green Mica with Gray or Oak Interior



Imperial Jade Mica with Gray or Oak Interior



Atlantis Blue Mica with Gray or Oak Interior



Black with Gray or Oak Interior

ACCESSORIES

Rear Wind Deflector

Hood Protector

Spare Tire Lock

Roof Rack

Towing Accessories

Gold Emblem Package

Wheel Locks

Wood Dash

Front-end Mask

Running Boards

Moonroof Wind Deflector

Roof Rack Attachments

Towing Receiver Hitch

Black Pearl Emblem Package

Cargo Net

Floor and Cargo Mats

WARRANTIES*

Every Toyota Car and Truck has excellent warranty coverage. However, given Toyota's worldwide reputation for quality, reliability and dependability, you may never find out just how good our new vehicle warranty really is. But, should you ever need it, we've definitely got you covered:

Basic Coverage: All components other than normal wear and maintenance items are covered for **36 months/36,000 miles.**

Powertrain Coverage: Your engine, transmission/transaxle, front-wheel drive, rear-wheel drive, seatbelts and air bags are covered for **60 months/60,000 miles.**

Rust-through Coverage: Corrosion perforation of sheet metal is covered for **60 months/unlimited miles.**

Service Adjustment Coverage: Minor repairs required to return a component to factory specifications are covered for **12 months/12,500 miles (24 months/18,000 miles in New York state).**

Federal Emission Coverage: Components under the federal emission defect warranty are covered for **36 months/36,000 miles** and specified major emission control components are covered for **8 years/80,000 miles.**

Specified major emission control components under emission performance warranty are also covered for **8 years/80,000 miles.**

In addition, emission performance warranty is applicable for **24 months/24,000 miles** in states and local jurisdictions that require a periodic EPA-approved inspection and maintenance program.*

California Emission Control Coverage: In California and any other state that adopts California emission warranty provisions, performance warranty and defect warranty coverage is applicable for **36 months/50,000 miles** and specific control devices are covered for **7 years/70,000 miles.**†

Accessory Warranty: Toyota-approved accessories are covered for **12 months**, regardless of mileage, or for the remainder of any new vehicle warranty (except for car covers, which are covered for **12 months**). In addition, there may be times when we will establish a special policy adjustment which will further delay repair costs. For complete details of Toyota's warranties, please refer to the Owner's Manual Supplement.

An Added Benefit for 1998 Toyota Vehicle Owners: You may be eligible for transportation assistance if your vehicle is required to be kept overnight for warrantable repairs.*

*See your Toyota dealer for more details about the new vehicle warranty.

FEATURES

EXTERIOR

Aerodynamic multi-reflector halogen headlamps with daytime running lights and Automatic Light Control system	■
Integrated fog lamps	■
Color-coordinated front and rear bumpers	■
Chrome grille	■
5-spoke aluminum alloy wheels with P275/70R16 tires	■
Mudguards	■
Color-coordinated body-side molding	■
Dual color-keyed power remote heated outside mirrors	■
Privacy glass	■
Variable intermittent front and rear wipers	■
Front and rear frame-mounted towing hooks	■
TIR/slide power glass moonroof with sunshade	■
Locking rear differential	■

INTERIOR

Multi-adjustable heated power driver and passenger seats with armrests	■
60/40 split/folding second-row bench seat with center and outboard headrests and 3-point shoulder belts	■
Fabric seat trim	■
Power windows with driver's one-touch up/down feature and jam protection	■
Power door locks	■
Front and rear door map pockets and courtesy lights	■
Driver and passenger dual sun visors with illuminated vanity mirrors	■
Adjustable steering column	■
Overhead console with storage compartments and maplights	■
Anti-theft system with engine immobilizer	■
Multi-function remote keyless entry system	■
Cruise control	■
CFC-free automatic air conditioning with air filtration system	■
Front and rear heaters	■
Front and rear cup holders	■
Center console storage area with auxiliary power outlet and cup holders	■
Front seat center console and rear cargo area auxiliary power outlets	■
Outside temperature display	■
Digital clock	■
Rear window defogger	■
Remote hood and fuel-filler door releases	■
Speedometer, tachometer, coolant temperature, fuel level, oil pressure and voltmeter gauges; digital odometer and twin tripmeters	■
Air bag, seatbelts, 4-way hazard, low-fuel level, door-ajar and rear tailgate warning lights	■
Cargo area tonneau cover (not available with Third Seat Package)	■

PACKAGES

Third Seat Package — includes removable split/folding rear bench seat with outboard headrests, outboard 3-point shoulder belts and 2-point center lap belt, power rear quarter windows, rear-seat cup holders, assist grips and child-protector rear hatch lock	■
Leather Trim Package — includes leather-faced seats and headrests; synthetic door trim	■

AUDIO SYSTEM

Premium 3-in-1 ETR/Cassette/CD with programmable equalization, 7 speakers, diversity reception and anti-theft	■
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SAFETY FEATURES

Driver and front passenger air bag Supplemental Restraint System (SRS)	■	Full-time 4WD with locking center differential	■
5-point Auto/Emergency Locking Retractor (A/ELR) shoulder belts in all outboard and second-row center seating positions; 2-point lap belt in third-row center position	■	4-wheel disc brakes with Anti-lock Brake System (ABS)	■
Driver and front passenger shoulder belt pretensioners with force limiters	■	Adjustable headrests in all outboard and second-row center positions	■
Driver and front passenger seatbelt warning with buzzer	■	Adjustable front- and second-row outboard shoulder belt anchors	■
Energy-absorbing soft upper interior trim	■	Side-impact door beams	■
		Child-protector rear door locks	■
		Daytime running lights	■

SPECIFICATIONS

MECHANICAL/PERFORMANCE

Engine	4.7-liter four-cam 32-valve EFI V8 232 hp @ 4,800 rpm; 320 lb.-ft. @ 3,400 rpm
Ignition	Distributorless Toyota Direct Ignition System (TDO)
Transmission	4-speed electronically controlled automatic override with intelligence (ECT-I) with second gear start mode
Body construction	Unaltered steel body on 9-member ladder frame
Drivetrain	Full-time 4-wheel drive with locking center differential
Suspension	Independent double-wishbone front suspension with torsion bar springs and stabilizer bar; 4-link rear suspension with coil springs, stabilizer bar and semi-floating axle
Steering	Power-assisted rack-and-pinion
Turning circle diameter—curb to curb (ft.)	30.7
Brakes	Power-assisted 4-piston ventilated front discs; power-assisted 2-piston ventilated rear discs with hydraulic brake booster
Anti-lock Brake System (ABS)	Standard

EXTERIOR DIMENSIONS (IN.)

Overall height, unloaded	73.2
Overall width	76.4
Overall length	192.5
Wheelbase	112.2
Tread width (front/rear)	63.8/63.6

INTERIOR DIMENSIONS FRONT/MIDDLE/REAR (IN.)

Head room (without sunroof)	40.6/39.8/36.8
Shoulder room	62.4/61.2/61.2
Hip room	58.6/57.9/60.5
Leg room	42.3/34.3/27.3

OFF-HIGHWAY

Angle of approach/departure/breakover (degrees)	34/26/25
Minimum running ground clearance (in.)	9.8
Axle ratio (front/rear)	4.30/3.40:1
Transfer case—2-speed (high/low ratios)	10:1/2.488:1
Locking center differential	Standard
Locking rear differential	Optional
Skid plates	Transfer case and fuel tank

WEIGHTS AND CAPACITIES

Curb weight (lbs.)	5,115
Gross Vehicle Weight Rating—GVWR (lbs.)	6,860
Payload† (lbs.)	1,745
Cargo volume, (cu. ft.) behind front/middle/rear seats without optional third seat with optional third seat with optional moonroof and third seat	97.5/99.7/NA 97.5/99.2/20.8 90.8/99.2/20.8
Towing capacity† (lbs.)	6,500
Fuel tank (gals.)	25.4

TIRES

Size	P275/70R16
Type	Mud- & Snow-rated steel-belted radial blackwall
Spare	Full-size

MILEAGE ESTIMATES (EPA ESTIMATED MPG CITY/HIGHWAY)

4-speed automatic override	14/16
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- Standard
- Factory option

*See page 27 for more information on Land Cruiser's above and front passenger air bag Supplemental Restraint System (SRS) including weight of occupants, equipment and cargo. Not to exceed GVWR of 12,000 lbs. when equipped with appropriate load(s).

Some vehicles shown with optional equipment. Toyota Land Cruisers are designed to meet off-road driving requirements. Abuseful use may result in bodily harm or damage. Toyota encourages responsible operation to protect you, your vehicle and the environment. Seatbelts should be worn at all times, and please do not allow passengers to ride in the cargo area. Loading both motorized and non-motorized items are not intended to provide crash protection.

See Features/Specs chart. For details on 1998 vehicle specifications, standard features and optional equipment in your area, contact your Toyota dealer. A vehicle with particular equipment may not be available at the dealership. Ask your Toyota dealer to help locate a specifically equipped vehicle. Specifications, standard features and optional equipment are based upon information available at the time of printing and are subject to change without notice. Specifications, standard features and optional equipment are for mainland U.S.A. vehicles only and may differ in the state of Hawaii and in other regions.

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